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4 MAR 1986

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MEMORANDUM FOR: Acting Director for Central Intelligence

FROM: David D. Gries
Director, Office of Congressional Affairs

SUBJECT: Legislation Restricting the Use of Government Vehicles for Home-To-Work Transportation (H.R. 3614)

1. During the week of March 1, 1986, the House will consider passage of H.R. 3614, which places government-wide restrictions on the use of official vehicles for transportation between personal residence and place of employment. While this bill does not affect the DCI, it would cover the DDCI as well as hundreds of other Agency vehicles.

2. The bill, if enacted into law, would establish that home-to-work transportation is not considered "official use" of a vehicle. Under certain circumstances the DDCI could obtain temporary home-to-work transportation provided the following requirements were met: (1) the DCI certifies in writing at two-week intervals that there are compelling reasons justifying home-to-work transportation for such an individual; and (2) this is reported in writing to the House and Senate Government Affairs Committees. This bill would also apply to about 400 other Agency vehicles, in that the same restrictions would apply.

3. When the Office of Management and Budget (OMB) sent this bill to Congress last June it did not affect the CIA in any manner. Thus, the Agency did not object to the draft legislation. On September 19th the House Government Operations Subcommittee held a single hearing on the OMB-submitted bill. Without telling us, the staff made substantial changes in the bill based on recommendations of the General Accounting Office (GAO), including the specific restriction on CIA. We were not aware of the changes until the revised bill was published in November.

4. In December we met with Subcommittee staff to explain the concerns of the Agency. Their response was that Chairman Brooks would not make any exceptions for CIA because other government agencies (FBI, DIA, etc.) had been refused similar exceptions. However, the Staff said that we should deal with the Senate

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Government Operations Committee, and if we manage to change the bill in the Senate, Chairman Brooks would honor those changes. We also approached OMB; they urged that we not fight the bill in the House and pledged their support to change the bill in the Senate. We have contacted the Senate staff who have expressed support for striking out the references to CIA in the bill, and we are going to meet with them as well as OMB to press our case in detail. Thus, at this point all the signs are positive for making the necessary corrections on the Senate side, nonetheless, we intend to follow developments very closely.

5. It should be noted that the White House is supporting the Brooks bill because it provides for sixteen additional government vehicles to be allocated to the White House. Alan Kranowitz (Deputy Assistant to the President for House Affairs) brought this to my attention the other day and said that Don Regan has taken a personal interest in this matter. Kranowitz urged that we take no action on the bill that would jeopardize the White House provisions.

6. Since the White House, OMB, and both majority and minority staffs of the House Government Operations Committee have urged us not to jeopardize the passage of the bill in the House, our best strategy is to deal with our concerns in the Senate. H.R. 3614 will be referred to the Senate Government Affairs Committee for action. Senator Roth is Chairman of that Committee as well as a member of SSCI. A letter to Senator Roth and Durenberger expressing our concerns and requesting modification by deleting section 2(e) of the bill would be the most effective strategy. This approach has been successful in the past with other legislation.

/s/ David D. Gries

David D. Gries

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